

not find it to my advantage to have this harbor built at San Pedro, and I shall be compelled to oppose all efforts that you or others make to secure appropriations for that site; on the other hand, the Santa Monica location will suit me perfectly, and if you folks will get in and work for that, you will find me on your side, and I think I have some little influence at Washington, as much as some other people, perhaps."

At the very conclusion of the interview, Mr. Huntington showed for the first time his decided animus in the matter. He brought down his fist with much force on the desk where he sat, and said: "Well, I don't know, for sure, that I can get this money for Santa Monica; I think I can. But I know

the New York World pertinently asks regarding the matter—"Is this a government, or a government by Mr. Huntington, for Mr. Huntington? The question may as well be settled in the Santa Monica-San Pedro controversy as anywhere, now, as at any time."

Mr. Huntington's chief supporters in the committee were Frye of Maine, Jones of Nevada, Dolph of Oregon and the chairman, Ransom of North Carolina, who had unexpectedly changed from being a San Pedro advocate to a warm admirer of Santa Monica. Although the issue did not come to a straight vote, these gentlemen all showed by their expressions in the debate that they were entirely prepared

league. The discouraging situation at Washington with regard to appropriations of every character induced the league to adopt a plan of action somewhat different from that which had been previously followed, viz: to ask for an appropriation for the inner harbor this year and, while reaffirming confidence in the outer harbor plan to defer all action until another year. This policy was probably a wise one, but the next move of the league which was to arrange a truce with the Huntington forces came very near being a fatal blunder and for which the league was severely criticized on all sides. Mr. Huntington's promise was secured not to interfere with the efforts of the league to secure an appropriation for

site, and they were not to be turned aside by any form of argument or appeal.

TWO REPORTS.

When the bill emerged from the committee, it carried a majority and a minority report. The former was signed by the nine friends of Santa Monica.

The report merely states that a board had been appointed in 1897, which had reported in favor of San Pedro, and another in 1899, which had reported in favor of San Pedro.

The minority report bore the names of six senators, including Senator White of California. It covered the ground, thoroughly, showing the inequity of the proposed appropriation

voiced. His plea was for San Pedro, and carried great weight.

DEBATED FIVE DAYS.

As the debate progressed, occupying almost the entire time of the Senate for five days of a busy session, a great deal of space was given to the Santa Monica-San Pedro topic by the newspapers. The leading journals of the country discussed the issue editorially, and it may be added that they were unanimously on the San Pedro side. Every day of the debate strengthened the San Pedro line, because, in the opinion of the public generally, that side was right and the other wrong. At last the pressure became too strong even for Mr. Frye. Mr. White's re-

peated taunts that he dared not refer the question to a competent unprejudiced board struck home. The amendment as proposed by Senator White was finally accepted by the advocates of San Pedro.

REJOICING IN LOS ANGELES.

There was great rejoicing in Los Angeles when the news came of the passage of the river and harbor bill, containing the deep-water harbor appropriation, and the provision for the appointment of a board to designate where the work should be done. When Senator White returned home a few weeks later, a special train went out to meet him containing several hundred of his friends and admirers. The cars were decorated with flags and flowers, and as the train passed through the neighboring cities great crowds were gathered at the station to cheer the man who had made a brave fight for the people, for so it was regarded.

It might be well to add in this connection that when Senator Perkins visited Los Angeles some months later, although it was in the midst of a presidential campaign and his mission was to make a political speech on the Republican side, a similar reception was tendered him, and in this the Democrats were given a chance to reciprocate, and they accepted it handsomely.

THE FIGHT WON.

The report of the Walker board was filed March 1st, 1897, and was in favor of San Pedro as the location for a deep water harbor for commerce and of refuge in Southern California. When the work came to the people of Los Angeles that the board had reported in favor of the "Free Harbor," the glad tidings were announced by blowing of whistles. An important celebration was indulged in. When the report of the Walker board was made public it was thought that as soon as specifications were drawn up and advertised a favorable period of over two years that a load of rocks was dumped into the harbor. The delay was occasioned by Secretary McKim, who under a first one pretext and another, refused to advertise for bids until he was finally compelled by President McKinley to proceed with the work.

A GREAT CELEBRATION.

When the last doubt as to the actual beginning of the work on San Pedro had been removed, it was decided to hold a celebration of a suitable character to commemorate the conflict and the starting of the great enterprise. The jubilee was held April 26th and 27th, 1899. The first day's celebration was at San Pedro with speeches and a barbecue and on the second day a flower parade and other ceremonies took place in Los Angeles. The first load of rock for the breakwater was dumped from one of the barges into the ocean by President McKinley touching an electric button in his library in the White House.

The contract for this great undertaking by the government called for a breakwater about 8,500 feet long. The depth at mean low water along the site of the work varies from 24 to 32 feet. This will call for 2,200,000 long tons of stone. The amount of stone would fill 82,000 cars 3.65 tons. At a point twelve feet below low water the wall will be 90 feet wide and on top the wall will be 20 feet in width.

In addition to Senator White, valuable and effective work in bringing this contest to a successful end was done by Senator Perkins, and by the representatives in Congress from Southern California during this time.

In the long list of names of the prominent men of Los Angeles and Southern California who did this valiant work in the great "Free Harbor" contest, it would be difficult to distinguish the value of the services of one from another. They are all and deserve the everlasting gratitude of the people of the southern California, California, and of the South.

Special mention should be made, however, of the work done by Mr. T. E. Gibbon in this contest and also that of Mr. C. D. Willard, secretary of the Los Angeles chamber of commerce. Mr. Gibbon's direct interest in the contest grew out of his position as attorney and vice president of the Terminal railway. Aside from this, however, his natural tastes and tendencies would have lined him up on the anti-monopoly side of the fight. To his indomitable perseverance and energy, keen foresight and quick grasping of opportunities the great victory was due more than to the work or influence of any other person. Next to Mr. Gibbon the most earnest and indefatigable worker was undoubtedly C. D. Willard, secretary of the chamber of commerce. Mr. Willard has prepared and published a brochure giving a most complete and interesting account of the "Free Harbor" contest. It is from Mr. Willard's publication that most of the information upon which this article is based was secured.

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Col. Whittemore



MAP SHOWING ONE OF TWO LINES THAT WILL BE CHOSEN FOR THE SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD.

This map shows the country between Salt Lake and Los Angeles, and indicates the two routes between which the new railroad company will undoubtedly make its choice. The two are indicated by the marks — — —. At this time it is impossible to say which of the two routes has the preference, and probably the directors themselves are still undecided on this point. A conservative estimate would doubtless be that if the Oregon Short Line and the Utah and Pacific railroads running from Leamington to Nevada, can be bought at a reasonable figure, they will be acquired by the new company, and the line continued southwestward from the last named point. If no price can be agreed upon, the western route will be followed. This seems the more plausible, that it is 50 miles shorter than the other route, and it taps the Deep Creek country. The distance from Salt Lake to Los Angeles, according to the surveys, of each route, is as follows: By Leamington and Nevada, 800 miles. By Deep Creek and Pioche, 750 miles. Whichever route is chosen, it is likely that a spur will be built into the Iron Mountains, near Cedar City.

darned well that you shall never get a cent for that other place."

SAN PEDRO AGAIN CHOSEN.

The strong utterances by Mr. Huntington and powerful influence of the Southern Pacific brought a division among the directors of the Los Angeles chamber of commerce which resulted in a vote of the entire membership of that body on April, 1894, and again the question of the harbor site was settled in favor of San Pedro by a vote of two to one.

The legislature of California in 1893 elected Stephen M. White of Los Angeles to the Senate, the man who finally won the victory for San Pedro after one of the most extraordinary battles ever fought in the halls of Congress. The presence of Senator White on the Senate commerce committee determined the friends of San Pedro to make an effort to get the San Pedro harbor appropriation into the river and harbor bill by amendment.

In June a hearing on the San Pedro-Santa Monica question was given by the commerce committee of the Senate. The Los Angeles representatives presented their case and were followed by Mr. Huntington who appeared in person, and asked that an appropriation of four million dollars be made for a breakwater at port Los Angeles, (Santa Monica). This request, strange as it may seem, was made in the face of the reports by the two boards of engineers against Santa Monica and in favor of San Pedro. The contest before the committee was prolonged for several weeks and it was not until the middle of July that a decision was reached to defer the matter until next year. At this time the eastern papers began to take the matter up.

THE COUNTRY INTERESTED.

A combat between the advocates of rival sites for harbor improvement would naturally have but little interest for people removed from the immediate locality that was concerned; but here was an issue that involved questions of grave national importance. Should a harbor be located in accordance with the judgment of the government engineers, based on thorough acquaintance with all the conditions, and in accordance with the wishes of the people of the section, and the demands of all their representatives; or upon the mere impulse of one rich and powerful man, whose commercial interests required it in another place? Is this—as

to give Mr. Huntington the \$1,000,000 for which he asked. Cullom of Illinois, Berry of Arkansas, and White of California, were for San Pedro without reservation of any sort. Corman of Maryland was a San Pedro man, who later switched to the other side. The other members of the committee were either absent or wavering. The result was a drawn battle.

Mr. Huntington's powerful influence is shown in the fact that four senators on this committee, as above stated, expressed themselves as prepared to give Huntington the \$1,000,000, he asked in spite of the decision of both boards of engineers against it.

PERIOD OF DISCOURAGEMENT.

The period of the greatest discouragement for the advocates of San Pedro harbor came in the years 1894 and 1895, during the life of the Fifty-third Congress. The discovery which was made in July, 1894, that it was quite possible for Mr. Huntington to secure a majority of the congressional committees favoring his plan, in spite of the decision of the engineers against it, staggered the free harbor workers, whose fundamental doctrine had always been that whatever might be done for San Pedro, appropriations for the other place were out of the range of possibility. Nevertheless, this was a period of comparative unanimity of sentiment in Los Angeles. People understood that it would be a long siege, and they settled down to it philosophically.

The chamber of commerce sent no delegate to the second session of the Fifty-third Congress, which took place in the winter and spring of 1895. Mr. Gibbon, who paid a visit to Washington at the opening of the session, reported that nothing was to be expected until a change was made in the personnel of the Senate commerce committee.

The chamber of commerce had, by this time, grown to be a large concern with many and varied interests, and while it still remained faithful to the San Pedro idea, it could not be expected to do the active fighting.

FREE HARBOR LEAGUE.

A new organization was accordingly formed, known as the Free Harbor League, having for its one and only purpose the securing of appropriations for a deep water harbor at San Pedro, which would be accessible to as many railways as may seek to come to the water front. From this time on the brunt of the battle was borne by this

the inside harbor at San Pedro, but there was no promise on Mr. Huntington's part that he would refrain from helping Santa Monica. Knowing the utterly demoralized condition of public finances, the members of the league never dreamed that Mr. Huntington could break into the treasury for \$3,000,000 appropriation for Santa Monica and no stipulation on that point was ever suggested.

DOUBLE APPROPRIATION.

While the proceedings before the committee on the river and harbor bill were supposed to be secret, nevertheless the fact leaked out that Mr. Huntington had been before the Senate commerce committee in person and while he did not oppose the small appropriation for San Pedro he put in a demand for \$3,000,000 for Santa Monica. When Mr. Huntington's move was made known in Los Angeles the people were very much wrought up and public meetings were held at which resolutions were passed vigorously denouncing Mr. Huntington's action and protesting against the "double appropriation" scheme. Resolutions were adopted by the Free Harbor League which set forth that if so large a sum was available for deep water harbor improvement, then it should be applied to the outer harbor at San Pedro instead of to Mr. Huntington's private port at Santa Monica.

Owing to this opposition to the Santa Monica appropriation, friends of Mr. Huntington in the House had both items struck out of the bill. Afterwards, when the bill came before the Senate commerce committee, nine members of the committee voted to restore the Santa Monica item of \$3,000,000 to the bill, and six voted against it. Senator White fought manfully against this proceeding, but to no avail, argument was useless where votes were controlled by outside influences. At last, falling in his effort to divert the appropriation for a deep-sea harbor from Santa Monica to San Pedro, Mr. White proposed that a new committee should be appointed, and that its action should be made absolutely final by the device of appropriating the money in advance to go to whichever place should receive the decision. He appealed to the sense of fairness to the honor and decency of the majority to grant this provision. "You cannot refuse a demand," he said. But they did refuse. Their one and only purpose and desire was to give the appropriation to Mr. Huntington's

for Santa Monica, and supplying ample reasons why, if the money was to be spent, it should go to San Pedro.

When the item was reached in the Senate, Mr. White offered an amendment, striking out the appropriation for Santa Monica and proposing instead the appropriation of \$3,000,000 to go either to Santa Monica or to San Pedro, as might be decided by a special board of engineers, one of which board should be an officer of the United States navy, with a rank of not less than commander, to be appointed by the secretary of the navy, one member of the corps of engineers of the United States army, to be selected by the secretary of war, and one member of the coast geodetic survey, to be selected by the superintendent of the survey.

SENATOR WHITE'S ARGUMENT.

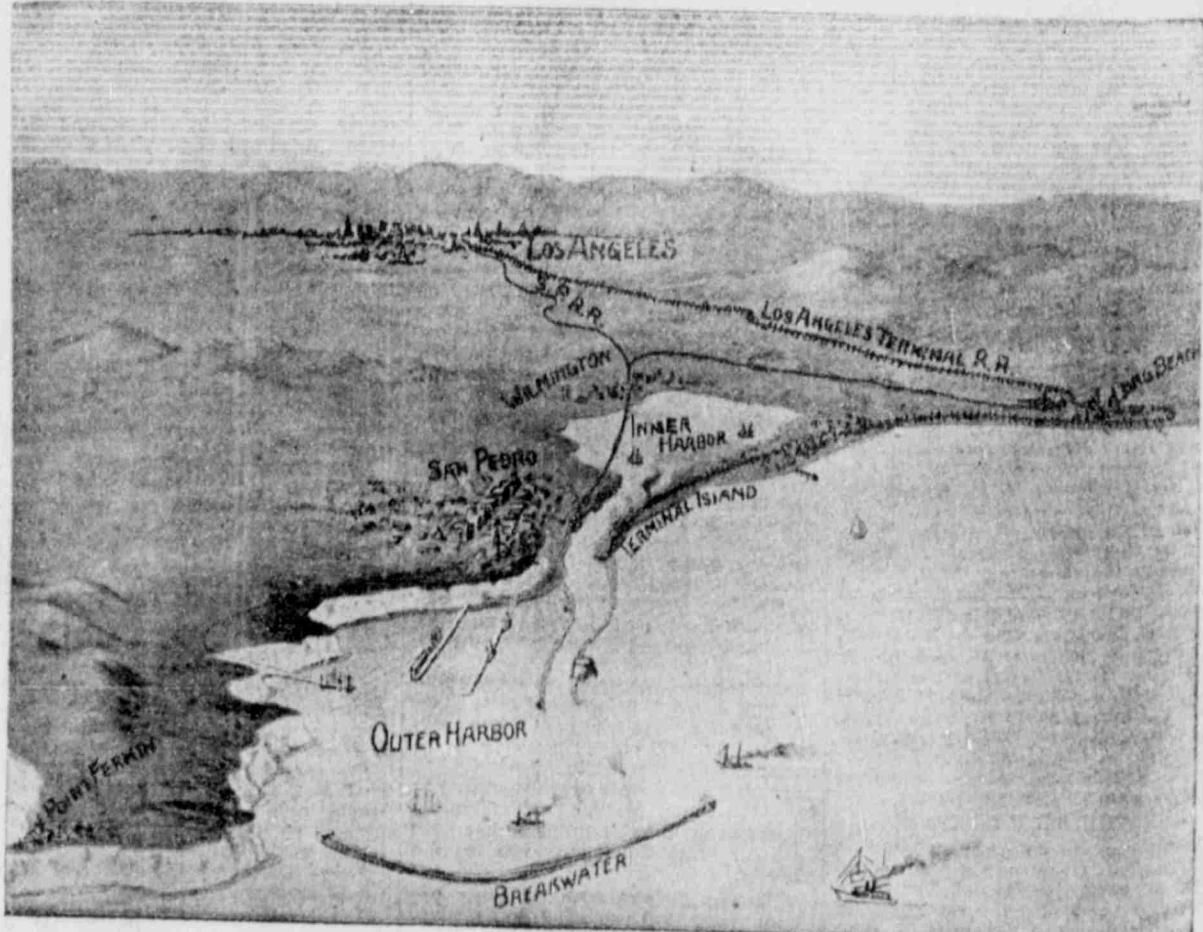
In support of this amendment, Senator White made a most powerful argument, and one filled with scathing rebuke and invective against the influences which were at work to thwart the will of the people. In referring to the \$3,000,000 appropriation for Santa Monica, he spoke as follows:

"I wish to call the attention of the Senate to what I consider an extraordinary feature of the case—a peculiar feature of the controversy. It is and would be in any instance rather singular that the Congress of the United States should find it necessary to make an appropriation of public money in the face of the desire of local representatives, and it is almost impossible that such a condition of things can ever exist unless there is some uncommon influence not usually applicable and not generally brought into exercise."

Senator White, referring to the position of the advocates of Santa Monica in opposition to his amendment taunting them with unfairness, said: "They decline because—and there is no other deduction possible from their conduct—they know that no impartial and competent tribunal will decide in their favor."

The only speaker on the Santa Monica side was Senator Frye; his speech occupied the greater part of a day, and was an able presentation of an awkward case.

Senator Berry followed Senator White in a strong speech, devoted mainly to the expenditure of public money without warrant from the engineering authority. Senator Perkins delivered an effective address, dealing principally with the navigation questions in-



THE SAN PEDRO DEEP WATER HARBOR.

The accompanying half tone map gives an excellent view of Los Angeles and contiguous country, and especially of the San Pedro Deep Water Harbor, which will be the real terminus of the New Pacific Coast road from Utah. The Los Angeles Terminal railroad, which is nineteen miles long, and which is distinctly shown, is a part of the Utah-California enterprise, and affords the means by which the new road will reach the Pacific ocean. Those persons who have been laboring under the impression that Los Angeles was the destination are mistaken. Oriental trade through the medium of a new Pacific steamship line is the object sought for, and which is made comparatively easy through the splendid harbor facilities as above portrayed. For years the late Col. P. Huntington with all of his influence and wealth fought the proposition of deepening this harbor, but was finally defeated after a most momentous struggle. The breakwater in the outer harbor is being rapidly constructed by the United States government at a cost of about \$2,000,000.